GRUMMAN
plane
news

EF-111's home on the range

-pg. 4

Pl. 5 cafeteria getting facelift

There will be some changes made this year for Plant 5 cafeteria diners. A major renovation of the Plant 5 eatery got underway over the holiday break. By June, lunchers will be munching in a re-decorated, contemporary dining room.

"The renovation will take place in three stages," reports Richard Lindstrom, Food Services director. "That way we will be able to continue to offer normal services to Grummanites throughout the construction."

Lindstrom admits that there will be a few inconveniences for diners during the renovation. "While a new dishwashing facility is being built, people will have to use paper plates and plastic utensils," states Lindstrom. "At times, the seating arrangements will be limited, too."

But Lindstrom believes the features of the new dining area will far outweigh the temporary inconveniences of plastic forks and styrofoam bowls.

A place with style

"The Plant 5 cafeteria will no longer look like a big bowling alley lined with long tables," says Lindstrom. "There will be carpeting, plants and smaller tables. The large room will be broken into smaller dining areas by moveable partitions."

Hero's welcome for Casamento

The Grumman Disabled Veterans club had the rare honor of a visit from a Medal of Honor winner. World War II hero Anthony Casamento, shown here with club president Paul Conde (L), spoke to the group at their annual dinner last year.

"The purpose of our program is to help disabled vets," says Conde. "Members help each other learn about benefits and services available to them." To join, or for more information, call Tom Melia, Ext. 4750.

Personals

I would like to thank all my friends and coworkers for their thoughtfulness and sympathy during the recent loss of my husband.
Patricia Zuk and Family.

Ruth Graham and family wish to extend our heartfelt gratitude to Grumman and fellow workers. Your sincere thoughtfulness to console us during the loss of our loving husband and father, Bill, will always be remembered.

My son and I wish to extend our heartfelt gratitude to my husband's fellow coworkers for their sincere thoughtfulness and condolences during our recent loss.
Carol and Jon Paul Zajac

My family and I wish to express our sincere thanks and appreciation for the kind and thoughtful expressions of sympathy during the recent loss of our sister, Cecilia.
Frances McGunnigle

Fellowship deadline: March 1

Since 1968, over 140 Grumman men and women have obtained their master's degrees as Grumman Science and Engineering Master's Fellows. Fellowships are available for the academic year which begins this coming Fall. Application deadline is March 1, 1982.

The Grumman Fellowship Program's aim is to provide those who have special talent for technological inventiveness with the financial means to achieve a master's degree in fields related to aerospace technology. "In addition, Fellows have the opportunity to broaden their on-the-job experience with Grumman," says Sue Dalva, who administers the program.

To be eligible for the Fellowship competition, a Grummanite must have completed at least two years of employment with the company at the start of the Fellowship period; hold a bachelor's degree in a field of technology related to the aerospace industry; have demonstrated a capability for creative work at Grumman; and meet the entrance requirements for a matriculated technological program in graduate school.

Once selected, each Fellow is required to work a minimum of 24 hours per week at Grumman during the regular school year and 40 hours per week during the summer.

"Each Fellow is expected to carry a course workload of one-half the full-time semester hours," says Dalva, "approximately nine credits per semester. With this workload, a Grumman Fellow should complete a master's degree within two years — or less."

When feasible, a Fellow can work under the Rotatioinal Work Assignment Plan. With this plan, students can work in different fields of the company on a six-month basis, to broaden their technical horizons and gain a better understanding of corporate activities.

Benefits

"Over the period of the Fellowship, participants are considered full-time employees, eligible for all company benefits," says Dalva. In addition, Fellows are paid for all hours worked, full tuition, books for courses taken, and fees, and a yearly stipend of $1,800.

The stipend is granted to provide some financial compensation for time off needed for school.

Applications can be obtained from the Fellowship Program office in Plant 35, Ext. 6173. The application and a transcript of undergraduate grades must be forwarded to the Fellowship office no later than March 1.

The Fellowship Recommendation Committee will select the most outstanding applicants — those whose interests and capabilities are most compatible with the trend of Grumman's technological activities. Finalists will be invited for interviews by the committee on or about March 15. Those applicants not selected will receive a letter around the same date. The 1982 Grumman Fellows will be notified of their selection by March 31.

Fashion frames provide safety with style

You can start the year off in style — and take better care of your eyes. Safety glasses with high fashion frames are now available for all Grumman Aerospace employees, at a fee determined by framestyle and prescription. These are the same frames that were offered for the first time a few months ago to Grummanites who work in eye hazard areas. Those individuals, however, pay only for the frames.

Metal and plastic frames are available: four different styles for men and four for women. The metal frames cost $6, the plastic ones are $4. For those who do not work in eye hazard areas, the Grumman-subsidized cost of the lenses will range from $11-41.

"Plano" glasses — safety glasses with plain, non-prescription lenses — are also available in fashion frames for production employees for $4.

The standard "Clark Kent" glasses are still available at no charge to those in eye hazard areas, and for a nominal charge to all other Grummanites.

Stop by your Employee Service office or plant safety office and pick up a form and instructions before you visit your eye care specialist. Grumman will make safety glasses to your specialist's prescription.

For more information, call the Grumman opticians on Ext. 2628.

Attention, medical techs!

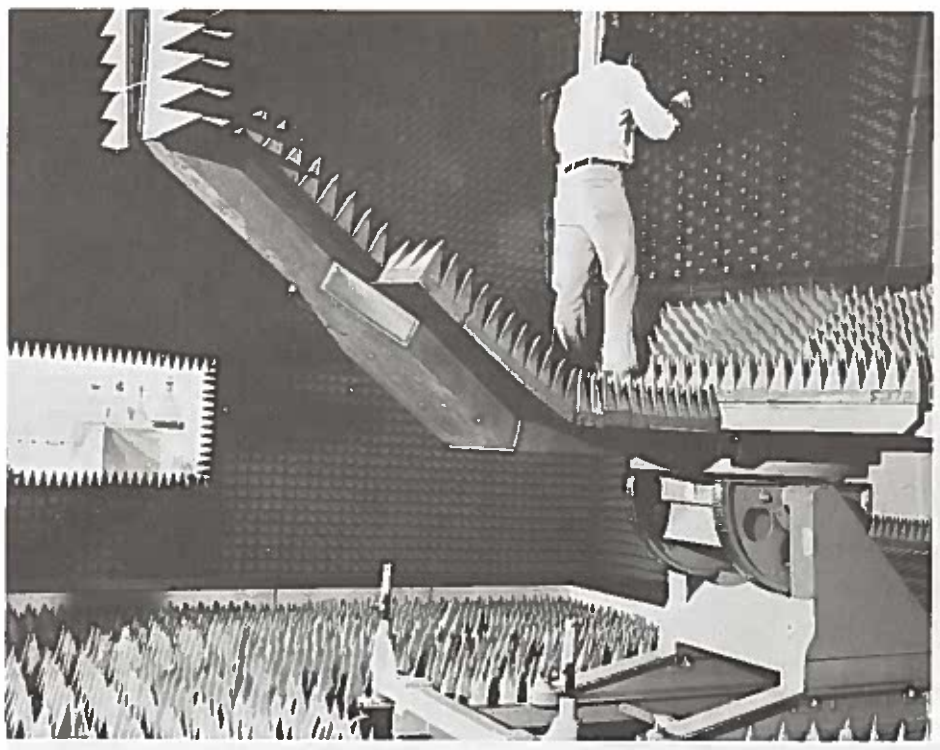
Is there a medical technician in the house? The Medical Department would like to know how many Grummanites have an up-to-date Emergency Medical Technician's license. If you have one, please fill out the coupon below and send it to mail stop A02-28.

. . . . . .

Name . . . . . Dept. . . . . Shift . . . . .

Mail Stop . . . . . Phone . . . . . .

Type of License . . . . . Expiration date . . . . .



Open for business. Plant 14's newly updated anechoic chamber is ready to be used for antenna technology development.

Anechoic chamber in Pl. 14 ready for challenging tests

Once upon a time the order was, "Don't fire until you see the whites of their eyes."

Today, a computer directed weapon system can fire a missile at an enemy when it's but a blip on a radar screen.

Electronics has radically changed warfare and one of the ways Grumman is adapting to these changes is with the newly updated anechoic chamber in Plant 14. The redesign and reconstruction of the old chamber, which has been in service for some 20 years, cost nearly $500,000. It is used to develop antenna technology.

"Today we are in the business of building avionics systems that have to fly," Larry Mead, senior vice president — Technical Operations, said as he dedicated the Development Center's new chamber. "These systems are entirely dependent on the kind of information the antennas supply to them.

"We really couldn't do our work without this kind of facility."

Basically, an anechoic chamber is a room that simulates sky or space. The pyramid-shaped polyurethane material covering the walls, floor and ceiling of the room absorbs all radio frequency (RF) energy. When an antenna is being tested, signals can't bounce off the walls and confuse the test. Only signals reflected directly back from a target, or received directly from some type of energy emitter, are received. Extraneous signals are screened out.

"This is one of the most sophisticated chambers on the East Coast," says Tony Cicale, the deputy director of the Development Center. Grumman also has, at Calverton, one of the largest chambers in the free world. Entire aircraft are tested within it.

While the Plant 14 chamber wasn't designed to house a plane, it has its own unique characteristics.

The outside wall of the room is really a huge Mylar screen. By removing the screen and placing targets or emitters on the tracks outside Plant 14, engineers can run long-range tests.

At the same time, other tests can go on inside. Three tests can be run simultaneously, using a set of movable baffles called isolation screens.

Only low energy tests are conducted in the chamber. It will be used to develop antennas for aero space applications and stealth-related research.

GRUMMAN plane news

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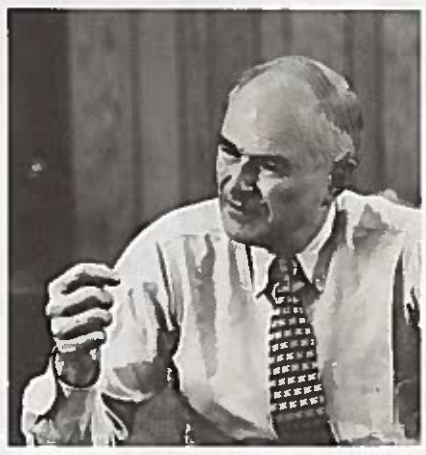
A message from Jack Bierwirth

The outlook for our aerospace business is brighter today than at any time during my 10 years at Grumman. I don't believe any other company in history has ever had five military aircraft in production at the same time. More importantly, each of our production aircraft is the best in the world for its job, there's no replacement in sight for any one of them, and we're developing new technologies to keep each of them preeminent for years to come. In addition, we expect soon to be gearing up to begin producing the C-2A again. For the longer term, we're developing two advanced technology demonstrators, the VSTOL and X29A forward swept wing aircraft.

The risk we face is that we may begin to feel too secure.

Now that the United States has finally recognized how dangerously our national defenses have been neglected over the past 10 years, the 1982 DoD budget went through Congress almost unquestioned. But I think the years ahead will be different.

'The risk we face is that we may begin to feel too secure'



Americans are being asked to fund three huge new strategic systems — the B-1 bomber, the Trident submarine and the MX missile — at a time of genuine social distress. Unemployment is now approaching the highest level since the Great Depression while inflation is not yet under control. We face a record-high national budget deficit in 1982.

We can expect a hard look at the cost of our programs from now on. Just as we have to keep improving our aircraft to keep them the best in the world, we also have to keep improving our efficiency and productivity to keep those programs cost effective.

Over the next five years we'll invest $250 million in high productivity aerospace machinery, automation of manufacturing processes and plant improvements that will cut maintenance costs. But people are the ultimate source of productivity improvement. Each one of us has a contribution to make. Each one of us has a responsibility to contribute.

During the takeover attempt, Grumman people demonstrated that when we all get together to do a job we're unbeatable. The job we have to do now is to control our costs and increase our productivity. How well we do it will help determine whether we achieve Grumman's great potential in the aerospace business.

Space market taking off

A year ago, Grumman Aerospace announced it would assist Arianespace, S.A. of France in marketing the space satellite launch capability of Ariane booster rockets to American companies.

Grumman found Ariane its first U.S. customer: GTE Satellite Corporation of Stamford Conn.

Since GTE contracted for two satellites late last year, two other U.S. companies have signed up: Southern Pacific Communications Corp. and Western Union Co.

Southern Pacific has contracted for the launching of two satellites and Western Union for one for their telecommunications networks.

The five satellites will be launched in 1983 and 1984.

The Ariane vehicle, similar to the American Delta and Centaur boosters, is launched from a modern complex at Kourou, French Guiana, South America.

Snow place like Mt. Home for EF-111

The snow started on December 24 — and it dropped more than a foot of the fluffy stuff over the Northwest. But even a white Christmas didn't ground the EF-111As at Mountain Home Air Force Base in Idaho

Mountain Home is in the lower left-hand corner of Idaho, flat land that stretches between the Snake River and the Sawtooth Mountains. It is quiet and lonely any time of year, but especially desolate in the winter. "It's a great place," says one Grummanite who works on the EF-111A program. "There's a girl behind every tree. There are no trees in Mountain Home, Idaho."

Growing family

But it does have three EF-111As: two production planes and one prototype. The first Grumman-modified tactical jamming aircraft was delivered on November 4.

The production planes are being used to train air crews. So far, 10 pilots have been checked out in the EF-111A. By January 6, pilots had logged more than 130 hours in the production planes, and the prototype had flown over 1,300 hours for test and evaluation.

Down the flight line from the Electronic Foxes are scores of F-111As. Some of these will be flown back to Grumman's Calverton facility to be turned into EF-111As. Grumman will produce 42 EF-111As for the Air Force through 1984, the next one to be delivered in February.

The aircraft is a modification of the twin-engine two-place F-111A, incorporating advanced avionics including the sophisticated ALQ-99E tactical jamming system.

Its primary mission is to counter the detection, tracking, and interception of a strike force by hostile air defenses. The EF-111A can detect, sort, and identify the different radars observing the strike force, and render these threats ineffective.

With its speed and range capabilities, the swing-wing aircraft can remain in a standoff position miles from enemy territory, and set up an electronic barrier to jam enemy radar. It can escort a strike force deep into enemy territory to provide radar jamming coverage, and support fighter-bombers in missions along the battlefield front lines.

Mountain Home is in the lower left-hand corner of Idaho, flat land that stretches between the Snake River and the Sawtooth Mountains

(Photos by Rich Breunig)

Benefits changes ring in new year

Included in George Skurla's Holiday message to everyone in Aerospace was a list of changes in the Employee Benefits Program. Here are the highlights of those changes:

Dental Insurance

- The annual deductible is reduced to $25 from $40.
- Each person is covered for $2,000 per year, up from $1,000.
- A new reimbursement schedule reflects higher dental fees.

Major Medical

- Maximum benefit per person per illness is doubled to $500,000.
- The most you could pay for medical expenses in a given benefit period is $2,000 or 10 percent of your annual base salary, whichever is less.

Coordination of Benefits

- Spouses who both work for Grumman are now eligible for coordination of benefits. Before, one couldn't get supplemental benefits from the spouse's Major Medical Travelers coverage as could a Grummanite whose spouse worked for another company. This also applies in the special case of 18-year-old dependent children who are full-time employees here. (The coordination of benefits does not apply to the dental plan.)

Investment Plan

- Grummanites can now invest up to 14 percent of their base pay (four percent in ordinary contributions eligible for the Company match, 10 percent in unmatched supplemental contributions). Right now, retroactive lump sum contributions cannot be made beyond the 11 percent level.
- The Company match is now 75 percent for the first quarter of this year.
- Grummanites who terminate their participation in the plan can now rejoin six months later. The waiting period used to be one year.
- Participants of the plan who leave the company can choose to receive money from the plan in installments; then, at a later date, can change that decision and receive the remaining money in one payment.

Jury Duty

- What you are paid from the court for performing jury duty will no longer be deducted from your pay. It's all yours.

Holidays for you

Don't feel blue. The '81 holidays may be over, but here's a fresh cycle of new ones for 1982:

January 1 (Friday) — New Year's Day

February 15 (Monday) — Washington's Birthday

May 31 (Monday) — Memorial Day

July 5 (Monday) — Independence Day

September 6 (Monday) — Labor Day

November 25 (Thursday) — Thanksgiving

December 24 (Friday) — Christmas Day observed

December 27 (Monday) — Floating Holiday (switched from Christmas Eve Day)

December 28 (Tuesday) — Floating Holiday

December 29 (Wednesday) — Floating Holiday

December 30 (Thursday) — Floating Holiday

December 31 (Friday) — New Year's Day '83 observed

Note that a Floating Holiday from 1982 was used on December 31, 1981, to complete our year end closing.

Last call

Don't forget to pick up your turkey before January 29, 1982.

You may pick up your holiday bird at the Plant 2 Food Service building, just north of Plant 2, during the following hours: January 18-22 until 3:30 p.m.; and January 25-29 until 5 p.m.

At Calverton Operations, turkeys may be picked up at the Plant 6 cafeteria any work day up until January 29, prior to 3 p.m.

Winning's no accident. *Bill Voorhest (second from L) accepted a safety award given to Grumman's Transportation Department by the Nassau County Traffic Safety Board. Presenting it were (L to R) Samuel Rozzi, the Nassau County commissioner of Police; Deputy Chief of Police and Safety Board chairman Bill McGuinness; and Safety Board director John Blenn.*

County lauds drivers

Ever have days when it seems that every other driver on the road is out to change the shape of your car? Then you can appreciate how tough it is for professional drivers to keep their fenders undented.

The Nassau County Traffic Safety Board appreciates how well the Grumman Transportation department has been doing just that. At its eighth annual awards luncheon, held December 16, the board presented the Grumman department with a plaque for having the best safety record of its class. Bill Voorhest, Grumman vice president—Security and Corporate Services, accepted the award. County Executive Francis Purcell also attended.

The accident rate of the 90 Grumman drivers has been dropping steadily for the last four years. According to Harry Milne, the head of the Transportation department, the fact that the drivers log over 3,000,000 miles a year makes their achievement even more remarkable.

Experience leads to safe driving and that, Milne says, the department has. "One of our drivers has been doing the job for 42 years. All of our chauffeurs have between 34 and 42 years of experience.

"The maintenance of the trucks also plays a big part in our overall safety record," he says. "Without safe vehicles, our drivers could never achieve what they have."

The Travelers Insurance Company also took note of their safe driving record for the 1978-79-80 period. During that time the drivers put over 9,000,000 miles on their odometers while they achieved an accident rate that was 10 percent below the national average. "That, Travelers told us, is a rare feat," Milne says. "I'm very proud of what's being done by this department."

Are your kids covered?

Personnel has a reminder for Grumman parents.

Health insurance for dependent children who reach 19 before the end of January 1982 expires on February 1, unless the children are full-time students. Coverage for full-time students expires the February 1 following their 24th birthday.

Once this coverage expires, the Insurance department can arrange for continued coverage through one of several individual health insurance plans. These are available on a direct payment basis. Call Ext. 3146 for rate information and applications.

Parents with children who are incapable of self-support because of mental or physical handicap and will reached 19 before January 1 should call Ext. 6292 for information about continued health coverage under the Grumman group insurance plan.

Filing claims?

Be sure you submit the *original* doctor, hospital and drug bills when you file a health insurance claim with Travelers. Photo copies of bills won't be accepted. They'll just delay the processing of your claim. Keep the photo copies for your records.

Photo copies of bills will, however, be accepted in coordination of benefits claims when Travelers is not the primary carrier, or in Medicare claims.

scorecard

Ski Gore Mt.

Grumman Recreation is sponsoring a ski weekend to Gore Mountain on February 19-21, 1982.

The ski trip package costs $149.75 per person (double occupancy per room); $139.75 (three per room); and $129 (four per room); Deduct $10 if you will be using your own skis.

Included are round trip bus transportation; two nights at the Roaring Brook Resort in Lake George; four meals (breakfast and dinner Saturday and Sunday); alpine ski instruction for beginners; cross-country trails at the Resort; snowmobiling and tobogganing; and dancing and entertainment nightly.

For more information, contact Recreation, Ext. 2133, in Plant 28A.

Fleet feet

Last summer they were a group of runners who ran a race in Central Park for the fun of it, and wore Grumman tee-shirts for the pride of it.

On November 21 the Grumman running team won the corporate coed event and the man's team took second place in the second International Cross Country Championships at Belmont Park Racetrack on November 21. The winning team of Janice Erickson, Annette Frisch, Mel Gough and Robert Phear were but four of the 27 Grummanites who ran the five kilometer corporate race.

Team captain Larry Lagin says that a Grumman Recreation Department-sponsored running and fitness club will hold an organizational meeting on January in Plant 28A at 5 p.m. This, the club's organizers hope, will give Grummanites a chance to compete in fun runs and prepare for top level competitions. The organizers are also planning a running clinic for the first meeting. Guest speaker will be Pete McNeil, winner of the 1981 L.I. Marathon. For more information, about the club call John Koch, Ext. 8677, in Bethpage.

Spring in the Alps

You could be spending May 8-22 in the Alps. Recreation is offering this vacation package to all Grummanites, their families, retirees, and friends.

For the price of $1,149 per person, here's what you get: round trip jet transportation to Munich, Germany; hotel accommodations in Munich, Vienna, Salzburg, Innsbruck and Luzerne; half-day tours of those cities; continental breakfasts and full course dinners (no dinners in Munich and Vienna); bus transportation; all hotel and baggage handling; all hotel and airport taxes; and fully escorted tours with bilingual tour guides.

Registration for this trip takes place on Tuesday, February 2, 1982, in Plant 28A, at 5:30 p.m. A $100 deposit is required at that time.

For more information, call Recreation, Ext. 2133.

Summer in Alaska

How would you like to spend 10 days in the 49th state? Recreation is planning a trip to Alaska next summer, August 2-11.

The vacation costs $1,528 per person (based on double occupancy per room); and $1,862 for single occupancy.

Here is the itinerary: Day 1 — transfer to hotel in Anchorage; Day 2 — Anchorage city tour; Day 3 — tour of Portage Glacier and icebergs, Alaskan railroad to Whittier, cruise to Valdez on Prince William Sound, and stay overnight in Valdez; Day 4 — travel to Fairbanks via scenic Richardson Highway; Days 5 and 6 — tour Fairbanks; Day 7 — Mt. McKinley National Park; Day 8 & 9 — stay in Anchorage; and Day 10 — journey home.

A meal option which includes eight breakfasts and dinners costs $200 per person.

You may sign up for this Alaskan vacation on Tuesday, February 9, in Plant 28A, at 5:30 p.m. A $100 deposit per person is required at that time.

Questions? Call Recreation, Ext. 2269.

Knoxville's calling

If you are planning to visit the 1982 World's Fair in Knoxville, Tennessee, read on.

Recreation is sponsoring a trip to the fair on June 21-26, 1982. The price per person is based on how many people stay in the hotel room: $295 (three); $335 (two); and $445 (single).

Included in this vacation package are: bus transportation; five nights' accommodations; admission to Luray Caverns, the Natural Bridge, the World's Fair (two days), and Thomas Jefferson's home Monticello in Virginia; taxes and gratuities (including driver and escort); and tour director services.

Register for this trip in the Plant 28A Recreation office. A $100 deposit is required. Call Ext. 2269, if you have any questions.

Centerstage

The Grumman Theater Guild will be presenting Neil Simon's "The Last of the Red Hot Lovers" next month at the John F. Kennedy J.H.S. in Bethpage.

Show dates are: January 29 and 30 and February 5 and 6. The curtain goes up at 8 p.m. each evening.

For tickets or more information call the Recreation Department in Plant 28A, Exts. 2133 or 2269.

Hockey team trials

Grumman's ice hockey team, the Tomcats, will be holding tryouts for the new 1982-83 Industrial League season in February 1982.

The season consists of a 25-game regular season and playoffs (each team will be in a preliminary round). All games will be played at rinks in Nassau County.

The league allows checking and slapshots and will comply with the Amateur Hockey Association of the United States (AHAUS) rules, guidelines and refereeing.

The Tomcats are looking for new members — especially goaltenders. If you are a full-time employee and are interested in trying out for the team, call Don White, Ext. 9364; Theo Monahos, Ext. 1630; or Ron Stoever, Ext. 9747.

China trip

Recreation recently announced that there still are openings available for the China trip. Vacationers will leave New York on April 23 and return May 9.

The China-Orient tour includes jet transportation; three meals daily; extensive sightseeing tours in all cities; all domestic transportation within China; guides, etc.; and all accommodations.

The trip costs $2,998 per person (based on double occupancy per room) if the Grumman group numbers between 25 and 32. It will cost $3,075 per person if the Grumman group is between 20 and 25. A $400 deposit is required.

For a more detail description of this China-Orient tour, contact Recreation, Ext. 2133 or 2269.

Islander tix

The Recreation Department has N.Y. Islander tickets — at a discount — for these games: February 16 — Pittsburgh; March 2 — Calgary; and March 27 — Hartford. Admission is $11 per person. For more info, call Ext. 2133 or 2269.

Two-fisted education. *Tony Ortiz (L) and Joe Jones practice their karate moves at one of the twice-weekly meetings of the Martial Arts Club. The club is open to all Grummanites and their families and offers beginning and advanced instruction. For more information call Tony Ortiz, Ext. 4764.*

Taking care. Molly Snead with her Grumman C-1A namesake the 'Miss Molly' and Capt. Richard Martin, the commanding officer of the soon-to-be-commissioned U.S.S. Carl Vinson *and Grumman's Tom Lahey.*

'Miss Molly' to be carrier's first plane

Molly Snead was Carl Vinson's nurse. Vinson, Milledgeville, Georgia's representative to Congress for over 50 years and a staunch supporter of a strong Navy, died last year at the age of 97.

Early this year the Navy will commission the newest nuclear aircraft carrier in the fleet, the *U.S.S. Carl Vinson.* Permanently assigned to the ship is the "Miss Molly," a Grumman C-1A carrier on board delivery aircraft which is a transport version of the S2F-1 Tracker. The Navy named the plane for Molly Snead at a ceremony at Baldwin County, Georgia, Airport on November 18.

The ceremony was attended by Ms. Snead, Tom Lahey, deputy general manager of Grumman's Milledgeville Operations, and Capt. Richard Martin, the ship's skipper, as well as other local dignitaries.

"It's appropriate that we name it after Molly," Martin said, "because it will be taking care of the Carl Vinson — just as Molly did the Congressman."

"I think it's really true that the ship is his and the plane is mine," she said. "It likens to both our lives."

obituaries

RICHARD V. ROSSER of Final Assembly Insp., Pl. 6, died Dec. 8 at the age of 48. He had been with the company since 1957 and resided at 154 New York Ave., Smithtown.

VALENTINE J. TOOMEY of Elect. Cable Fab., Pl. 44, died Dec. 12 at the age of 63. He had been with the company since 1963 and resided at 540-17th St., West Babylon.

PASQUALE R. DIGIANTONIO of Electromechanical Design, Pl. 5, died Dec. 23 at the age of 43. He had been with the company since 1963 and resided at 372-31st St., Lindenhurst.

Allied adds to till

Originally, they were going to buy a newspaper ad to thank the stockholders for their support during the LTV takeover attempt. Instead, the people at Grumman Allied gave their $1,200 to help pay legal expenses for petitions signed by 18,000 Grummanites who backed the Pension Plan trustees.

"We thought helping them would be a much better way to thank the stockholders," says Joe Bradley (2nd L), staff assistant to GAI President Bob Somerville. Bradley, Maureen Gaudiosi (C) and Catherine Jacobitz presented the check to Tony Pancella (L) and Joe Ullman, members of the committee representing the petitioners. So far, the committee has raised $9,500.

calendar

Alcoholics Anonymous: every Mon., 4:30 p.m., Pl. 15, conference room C, closed meetings; Personnel Relations, Ext. 3521; Calverton: Chemical Dependency Discussion Group, every Mon., 4-5 p.m., Hdg. Bldg.; open meeting. C. Robb, Ext. 117-6526

Amateur Radio Club: every 3rd Wednesday of the month. Plant 5 conference room BD-1, 5 p.m. D. Townes, Ext. 2889

Coin Club: (Calverton) every Fri., noon lunch, Pl. 6 conference room. W. Kondratowicz, Ext 6680

Dance Club: every Wed., 5-8 p.m., Recreation bldg. Guests welcome. G. Cupolo, Ext. 4155

Fencing Club: every Wed., 4:30-6:00 p.m., Recreation bldg. Free instructions, guests welcome. J. Hayne, Ext. 5556/P. Chaldaris, Ext. 3638

Folk Dancer's Club: (Calverton) every Thurs., 2nd floor, Pl. 6, lunchtime, Grumman employees only. J. Hamelman, Ext. 117-6835

Model Railroad Society: every Wed., 7 p.m., Recreation bldg. Regular meeting. Guests welcome. R. Muntz, Ext. 8869

Motorcycle Club: Wed., Dec. 16, Recreation bldg., 5 p.m. General meeting. R. Coutieri, Ext. 4828

Photography Club: Mon., Jan. 25, Recreation bldg., 5 p.m. Guests welcome. D. Burdish, Ext. 9582

Tap Dancing Club: every Monday, Recreation bldg., 4:45 to 5:30. Beginners and guests welcome. P. Tropea, Ext. 8091

Roller Skating Club: every Thurs., Levittown Skating Rink, 7:30 to 11 p.m. Lessons 6:30 to 7:30 p.m. Guests welcome. H. Denen, Ext. 2291

Stamp Club: First three Wed. of every month; 5-6 p.m., Pl. 35 cafeteria; trading sessions and discussions. S. Hoops, Ext. 3926/8586

Table Tennis: every Thurs., Pl. 24, 5 p.m. and every Fri., Recreation bldg., 5 p.m., also every lunchtime. Beginners and guests welcome. B. Fabricant, Ext. 9307

GRUMMAN plane news

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